

# FINAL REPORT

## ***STRATEGIC REGIONAL ARTERIAL***

### **ILLINOIS ROUTE 83/ILLINOIS ROUTE 132**

Illinois Route 173 to Illinois Route 132 to Interstate 94

JANUARY 6, 1997

By:



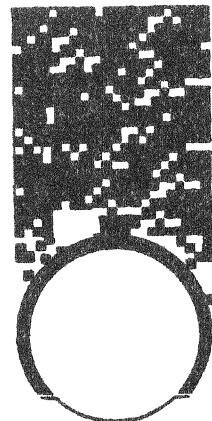
**DAMES & MOORE**

A DAMES & MOORE GROUP COMPANY

For:



**Illinois Department  
of Transportation**



**Operation  
Greenlight**

## ***FOREWORD***

---

This Strategic Regional Arterial (SRA) report for the Illinois Route 83/Illinois Route 132 corridor has been prepared by Dames & Moore/MCE for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

The Illinois Route 83/Illinois Route 132 corridor is located in northern Lake County. It is intended to function as part of a regional arterial system, carrying high volumes of long distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constituted a comprehensive, coordinated plan for the entire SRA network.

Illinois Route 132 was originally designated as a SRA route between Illinois Route 59 and I-94 (the Tri-State Tollway). After a review of the traffic movement in this region, and comments from the local communities, Dames & Moore/MCE recommended to IDOT that Illinois Route 83 should be considered a SRA route from Illinois Route 173 to Illinois Route 132, replacing the portion of Illinois Route 132 between Illinois Route 59 & Illinois Route 83. Illinois Route 132 continues as the SRA route from Illinois Route 83 to I-94.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate (2010) improvements, and documentation of the public involvement process including citizen comments.

---

## ***EXECUTIVE SUMMARY***

---

The Illinois Route 83/Illinois Route 132 corridor has been divided into five sections for a detailed analysis. Recommendations for long range improvements (year 2010) have been developed for each route section. A summary of the major recommendations is presented below.

### **Section 1: Illinois Route 83 - Illinois Route 173 to Petite Lake Road**

- Develop two 12-foot lanes in either direction, and an 18-foot barrier median, with an adjacent curb and gutter south of Grimm Road. Additional right-of-way needs to be acquired from Illinois Route 173 to Petite Lake Road.
- Expand the intersection of Illinois Route 83 & Illinois Route 173. The proposed configuration will consist of a left turn lane, two through lanes with a shared right turn lane on the east, west and south legs of the intersection. The north leg will consist of a left turn lane and a through lane with shared right turn lane.
- Evaluate the need for a signalized intersection at Grimm Road & Beach Grove Road, as development warrants.
- Expand the intersection of Illinois Route 83 and Grass Lake Road. The proposed configuration will have a left turn lane, two through lanes with a shared right turn on all four legs of the intersection. Pavement widening is recommended only on the west side of this intersection.
- Expand the intersection of Illinois Route 83 and Petite Lake Road. The north-south legs will consist of a left turn lane, two through lanes with a shared right turn lane. The west leg will consist of a through lane with a shared left turn lane and a right turn lane.

### **Section 2: Illinois Route 83 - Petite Lake Road to Illinois Route 132**

- The existing cross section from Petite Lake Road to 1500 feet south of the bridge over the Soo Line Railroad (Wisconsin Central) will remain the same.
- Develop two 12-foot lanes in either direction, and an 18-foot barrier median, by acquiring additional right of way from 1,500 feet south of the bridge over Soo Line Railroad (Wisconsin Central) to Illinois Route 132.
- Expand the intersection of Illinois Route 83 and Illinois Route 132. The north, south and west legs will consist of a left turn lane, two through lanes with a shared right turn lane. The east leg will have a left turn lane, two through lanes and a right turn lane.

**Section 3: Illinois Route 132 - Illinois Route 83 to U.S. Route 45**

- Develop two 12-foot lanes in either direction, and an 18-foot barrier median, by acquiring additional right-of-way along Illinois Route 132.
- Expand the intersection of Illinois Route 132 and Deep Lake Road. The proposed lane configuration will consist of a left turn lane, two through lanes with a shared right turn lane for the east & west legs of Illinois Route 132. The north leg will consist of a left turn lane and a through lane with shared right turn. The south leg will consist of a left turn lane, a through lane and a right turn lane.
- Expand the intersection of Illinois Route 132 and Lindenhurst Lane. The proposed configuration will have a left turn lane, two through lanes with a shared right turn on the east and west legs of Illinois Route 132. The north leg consists of a left turn lane and a through lane with shared right turn lane. The south leg consists of a through lane with shared left turn lane and a through lane with a shared right turn lane.
- Expand the "T" intersection of Illinois Route 132 and Sand Lake Road. The proposed lane configuration will consist of a left turn lane with two through lanes for the west leg, and two through lanes and a right turn lane for the east leg of Illinois Route 132. The north leg is made up of a left turn lane and a right turn lane on Sand Lake Road.
- There is a proposed crossing/collector street 0.4 mile east of Deerpath Drive.
- Expand the intersection of Illinois Route 132 and U.S. Route 45. The lane configuration for the east-west legs consists of dual left turn lanes, three through lanes and a right turn lane. The south leg consists of dual left turn lanes, two through lanes, and dual right turn lanes. The north leg consists of dual left turn lanes, two through lanes with a right turn lane.

**Section 4: Illinois Route 132 - U.S. Route 45 to Hunt Club Road**

- Develop three 12-foot lanes in either direction, with a 30-foot barrier median, and combination curb and gutter within the existing right-of-way from U.S. Route 45 to Hunt Club Road.
- Evaluate the need for a signalized intersection at Knowles Road/Oakwood Drive and Brookside Drive, as development warrants.

## ***EXECUTIVE SUMMARY - cont'd***

---

- Expand the intersection of Illinois Route 132 and Western West Access. The proposed lane configuration for the east-west legs consists of three through lanes, a right turn lane and dual left turn lanes. The north leg consists of a through lane with shared right turn and a left turn lane. The south leg consists of a through lane, a left turn lane and a right turn lane.
- Expand the intersection of Illinois Route 132 and Hunt Club Road. The proposed lane configuration for the east-west legs consists of three through lanes, a right turn lane and dual left turn lanes. The north-south legs consists of two through lanes, dual left turn lanes and a right turn lane.

### **Section 5: Illinois Route 132 - Hunt Club Road to Interstate-94 (Tri-State Tollway)**

- This section currently has the standard SRA cross section. Gurnee Mills Mall is located on the north side and numerous commercial developments are located on the south side of Illinois Route 132. Six Flags Great America amusement park is located on the south side of Illinois Route 132, east of I-94 (Tri-State Tollway). Illinois Route 132 has a full interchange with the tollway.



FIGURE i-2  
ILLINOIS ROUTE 83/ILLINOIS ROUTE 132 CORRIDOR